



Installation Instructions  
and Warranty Information  
Part #1816S  
2010-2011 Chevy Camaro 3.6L V6



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.

Read all instructions carefully before attempting installation.

PerTronix© thanks you for choosing JBA [HEADERS](#), the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! Remember: Hot asphalt will not support most jack stands!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.

Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

## INSTALLATION OF THESE HEADERS REQUIRES WELDING READ ALL INSTRUCTIONS BEFORE ATTEMPTING INSTALLATION

Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the battery cables from the battery. Raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-base jack stands to support the vehicle. Do not rely on the jack! Block the tires to prevent the vehicle from rolling off the jack stands.

FROM ABOVE-

1. Disconnect Neg. Battery cable.
2. Remove plastic engine cover.
3. Remove the three bolts(10mm) attaching the heat shield to each exhaust manifold. Remove the heat shields, the drivers side will come out the top, the pass side will drop out through the bottom.
4. Remove one of the 15mm nuts attaching the Cat. Converter assembly to the manifold on each side. Note- Leave one nut on each side very loose to keep the Cat assy. from falling on your head when you work underneath.
- 6)- Find O2 sensor leads at rear of cylinder heads. Remove locking clip, disconnect O2 sensors.

## FROM BELOW

7. Loosen the 15mm nuts on the band clamps connecting the exhaust pipes to the Cat assy's.
8. Release the clip and slide the band clamps to separate the pipes.
9. Unplug the rear O2 sensor leads, remove the nut that you left loose in step 4 and remove the Cat assy's.

## ABOVE AND BELOW

10. Remove the Dip Stick and tube as it passes through the manifold. Remove the bolts(13mm) attaching the exhaust manifolds to the cyl. heads. Remove the manifolds.
11. Clean the carbon build up from the head surface. Be careful not to gouge the aluminum.
12. Wipe the gasket clean of any residue.
13. Swap the front O2 sensors into the headers. Use a dab of anti-seize to protect against galling.
14. Inspect the gaskets and replace with new factory GM if necessary, install the headers using the supplied bolts. Use care to insure the headers are tightened evenly.
15. Measure 3/4" from the weld on the inlet side of the primary cat and mark the tube. Carefully cut the tube at your mark.
16. Install the adapter flanges to the header using the supplied clamps. Use anti-seize on the clamp bolts. Tighten "snug", but don't final tighten yet.
17. Slip Cat assy's into adapter flanges, and connect to exhaust pipes using the original band clamps. Align the exhaust and Cat assy's into the adapter flanges, tighten the factory band clamps. Make sure that you have the cats lined up with the header adapter flange and that the exhaust is completely back in the factory original position. **This is critical to the car running correctly and maintaining calibration.** The cats will slide inside the adapter flange. It is in the right position when the factory weld butts up against the end of the JBA adapter flange.
18. When you are confident that the cats are back in the factory original position, Tack weld the Cat and adapter in at least three places on each side, making sure that it won't move when you remove for final welding.
19. Careful remove the Cat assy's and finish weld the adapters to the Cat's. be sure you have no pinholes in your welds
20. Install the Cat assy's. Connect exhaust. Align Cat's and exhaust, Tighten all connections securely. Plug all four O2 sensors back in.
21. Re-check all steps, check for proper clearance on all fuel lines, brake lines, and wiring harnesses. Reinstall the oil dipstick.
22. Start engine, and check for leaks.
23. Warm engine, allow to cool, re-torque headers.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (2) 2.5" - 2.25" Stacker Flanges
- (2) 2.5" inch V-Band Clamps
- (1) CARB EO Sticker (to be placed underhood for assistance during smog check)  
This Header uses Stock GM Gasketes, part #; 12576262- L/S - 12608475- R/S

### LIMITED ONE YEAR WARRANTY

All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.

Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.

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performance**exhaust**®